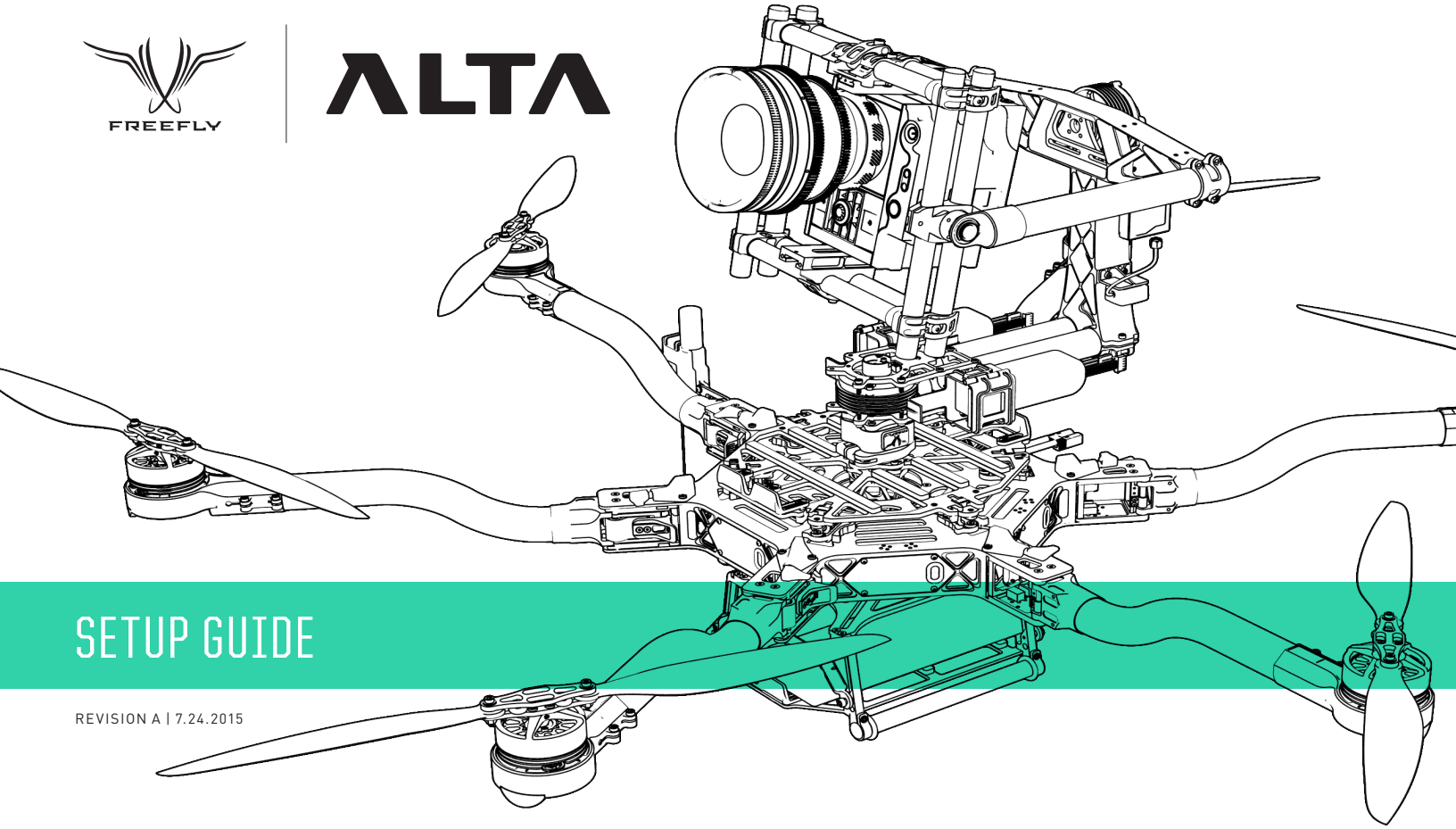
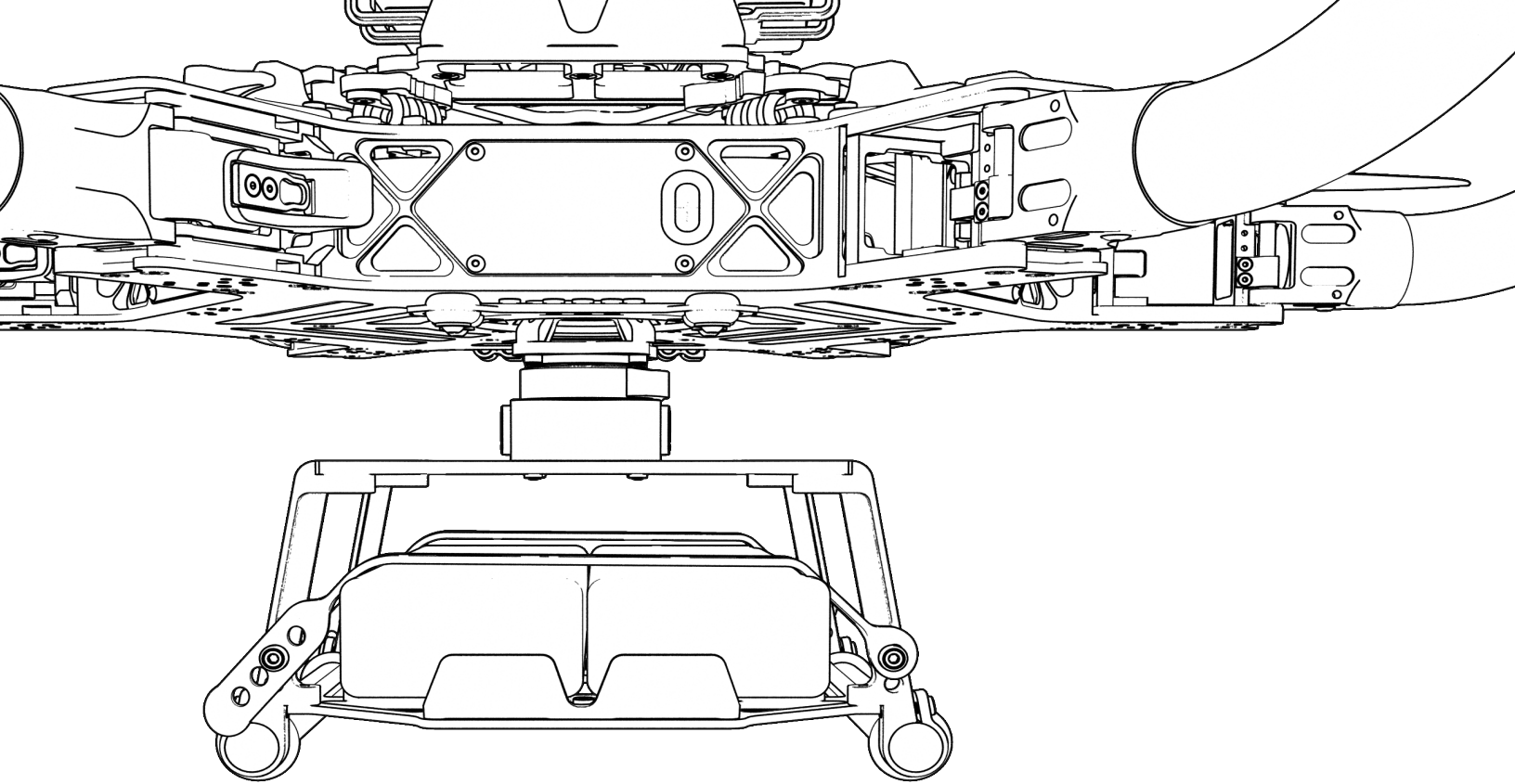
FREEFLY

# ALTA



# SETUP GUIDE

REVISION A | 7.24.2015



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# DISCLAIMER AND WARNING

**IMPORTANT** - Please read this disclaimer and warning carefully and review the ALTA User Manual prior to flight. If you have any questions, please contact support@freeflysystems.com prior to using the ALTA. You can review the most current version of this Setup Guide at www.freeflysystems.com/software-manuals/.

By using ALTA, you acknowledge that you have read, understand and agree to this disclaimer. You agree that you are solely responsible for your conduct while using ALTA, and for any direct or indirect consequences that may result from its use. You agree to only use ALTA for proper purposes that are in accordance with local and airspace rules and regulations.

- ALTA is not a toy and should be operated with extreme care, as improper operation can cause damage to property, serious personal injury or death.
- As with any multi-rotor, ALTA is a complex and technical machine. Novice pilots should invest sufficient time on a flight simulator and seek training from an experienced pilot prior to operation. A flight simulator is no substitute for training with an experienced pilot, particularly when it comes to learning how to safely operate ALTA. Novice pilots should never fly without the supervision of an experienced pilot.
- Always check ALTA and its components for proper and complete installation prior to operation.
- Always maintain a safe distance from ALTA when in use.
- Never attempt to touch ALTA when the propellers are moving.
- Never fly ALTA over or around people, power lines or other aircraft.
- Always keep children and animals a safe distance away from ALTA when in use and when changing ALTA's configurations.
- Only use propellers supplied by Freefly Systems that are designed for use on ALTA.
- Always remove the propellers or power ALTA using a low-power source when making a change to the configuration of ALTA to prevent propeller strikes in the event of unintentional motor starts.
- Always remove the Configuration Jumper when making changes to the configuration of ALTA.
- Always test ALTA with the propellers removed to make sure that the motors are spinning in the correct direction and that the motor assignment is correct with respect to the Synapse Flight Controller. If either of these conditions are not met, ALTA will be uncontrollable and dangerous.
- It is your responsibility to perform a full system check of ALTA prior to every flight.
- It is your responsibility to learn how to safely operate ALTA and to adhere to all applicable rules and regulations.
- Fly at your own risk.

# LIMITATION OF LIABILITY

IN NO EVENT SHALL FREEFLY BE LIABLE TO BUYER FOR ANY INDIRECT, CONSEQUENTIAL, PUNITIVE, INCIDENTAL, OR SPECIAL DAMAGES, OR ANY DAMAGES WHATSOEVER RESULTING FROM THE USE OF ALTA OR FROM LOSS OF USE, DATA OR PROFITS (HOWEVER CAUSED AND UNDER ANY THEORY OF LIABILITY), EVEN IF FREEFLY HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. IN NO EVENT SHALL FREEFLY'S LIABILITY FOR A PRODUCT (WHETHER ASSERTED AS A TORT CLAIM, A CONTRACT CLAIM OR OTHERWISE) EXCEED THE AMOUNTS PAID TO FREEFLY FOR SUCH PRODUCT. NOTWITHSTANDING ANYTHING HEREIN, IN NO EVENT SHALL FREEFLY'S LIABILITY FOR ALL CLAIMS ARISING OUT OF OR RELATING TO THIS AGREEMENT EXCEED THE AMOUNTS PAID BY BUYER TO FREEFLY FOR PRODUCT IN THE LAST TWELVE (12) MONTHS. IN NO EVENT WILL FREEFLY BE LIABLE FOR COSTS OF PROCUREMENT OR SUBSTITUTE GOODS BY BUYER. THE LIMITATIONS SET FORTH HEREIN SHALL APPLY TO ALL LIABILITIES THAT MAY ARISE OUT OF THIRD-PARTY CLAIMS AGAINST BUYER. THESE LIMITATIONS SHALL APPLY NOTWITHSTANDING ANY FAILURE OF ESSENTIAL PURPOSE OF ANY LIMITED REMEDY.

Freefly shall not be liable for damages or injuries incurred directly or indirectly from the use of ALTA including, but not limited to, the following situations:

» Failure of operator to follow proper instructions and safety warnings found at www.freeflysystems.com/software-manuals/.
» Failure of the operator to follow onboard safety warnings while using ALTA.
» Failure of the operator to follow and comply with local rules and regulations.
» Failure of the operator to inspect ALTA and its components prior to operation.
» Failure of the operator to properly maintain and/or service ALTA through an authorized Freefly Service Center with genuine ALTA parts.
» Use of third-party products on ALTA.
» Use of ALTA in a physically or mentally impaired capacity.
» Use of ALTA without sufficient training.
» Use of ALTA in unsafe conditions, including, but not limited to, bad or severe weather, such as rain, wind, snow, lightning, dust storms, etc., or in areas of magnetic or radio interference, such as power stations, broadcasting and cell phone towers, government prohibited airspace, etc.
» Improper operation, misjudgment or risky behavior while using ALTA.
» Infringement of third-party data, audio or video rights recorded when using ALTA.

# BOOM NUMBERING AND PROP ROTATION (OVERHEAD VIEW)

**BOOM 1 –** Clockwise

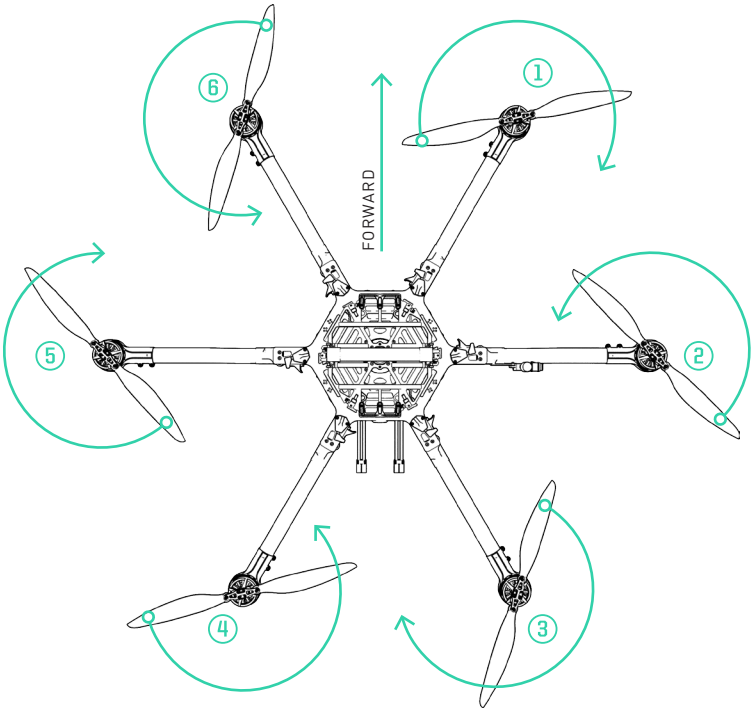
**BOOM 2 –** Counter-Clockwise

**BOOM 3 –** Clockwise

**BOOM 4 –** Counter-Clockwise

**BOOM 5 –** Clockwise

**BOOM 6 –** Counter-Clockwise



# INTRODUCTION

ALTA is a professional multi-rotor aircraft designed for demanding cinematic, television, and photographic applications. Within five minutes, ALTA can unfold from its carrying case to flying some of the most advanced cinema cameras on either the top or bottom of the aircraft. The Synapse Flight Controller is purpose-built for cinema use, yielding precise yet smooth control.

This Setup Guide has been prepared to highlight the operation of basic airframe and flight control systems. It is supplemental to the ALTA User Manual, which contains all the information required to set up, operate and maintain an ALTA system safely. Do not operate ALTA without completely reading the User Manual found at www.freeflysystems.com/software-manuals/.

### ⚠ WARNING

Warnings are used to call attention to operating procedures which, if not strictly observed, may result in personal injury or loss of life.

### ⓘ CAUTION

Cautions are used to call attention to operating procedures which, if not strictly observed, may cause damage to equipment.

### NOTE

Notes are used to highlight specific operating conditions or steps of a procedure.

# ALTA OVERVIEW

**1.** GPS/Compass/Wi-Fi Module/microSD Card

**2.** Propeller

**3.** Boom

**4.** Boom Latch

**5.** Inverted Landing Gear

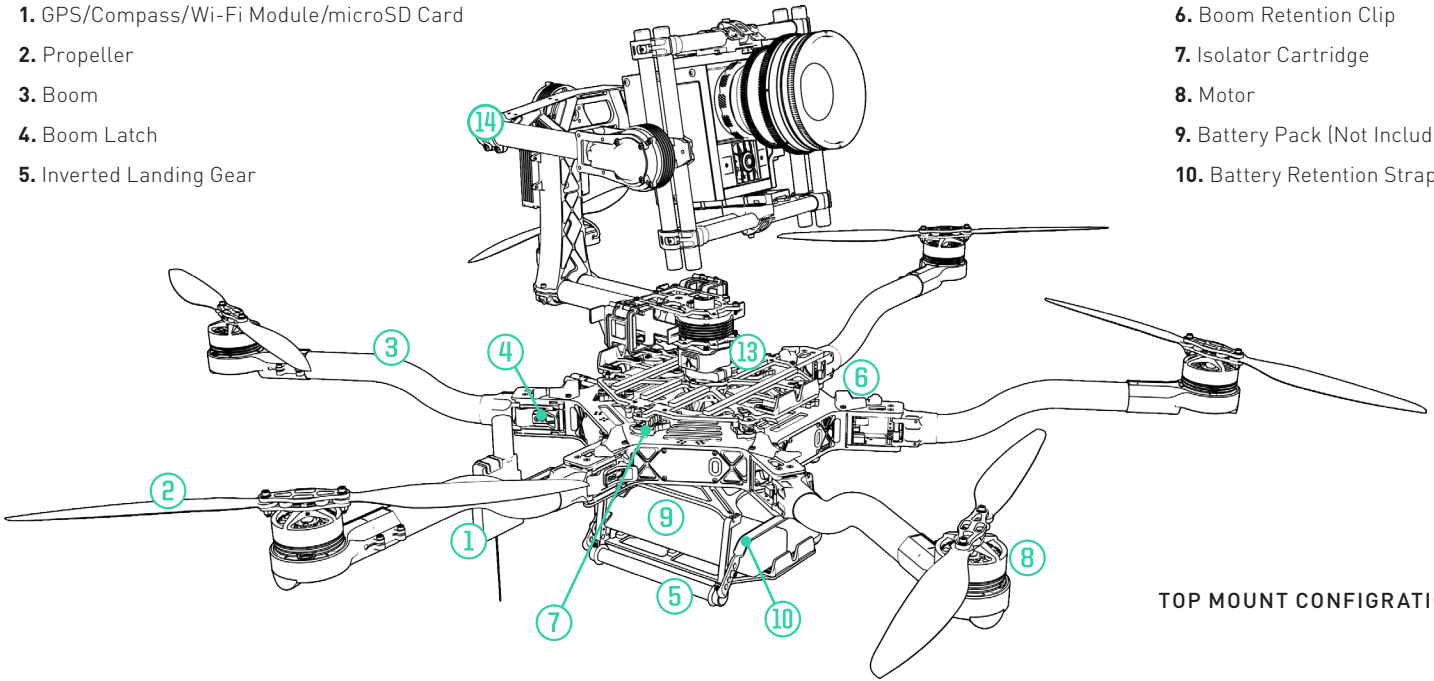
**6.** Boom Retention Clip

**7.** Isolator Cartridge

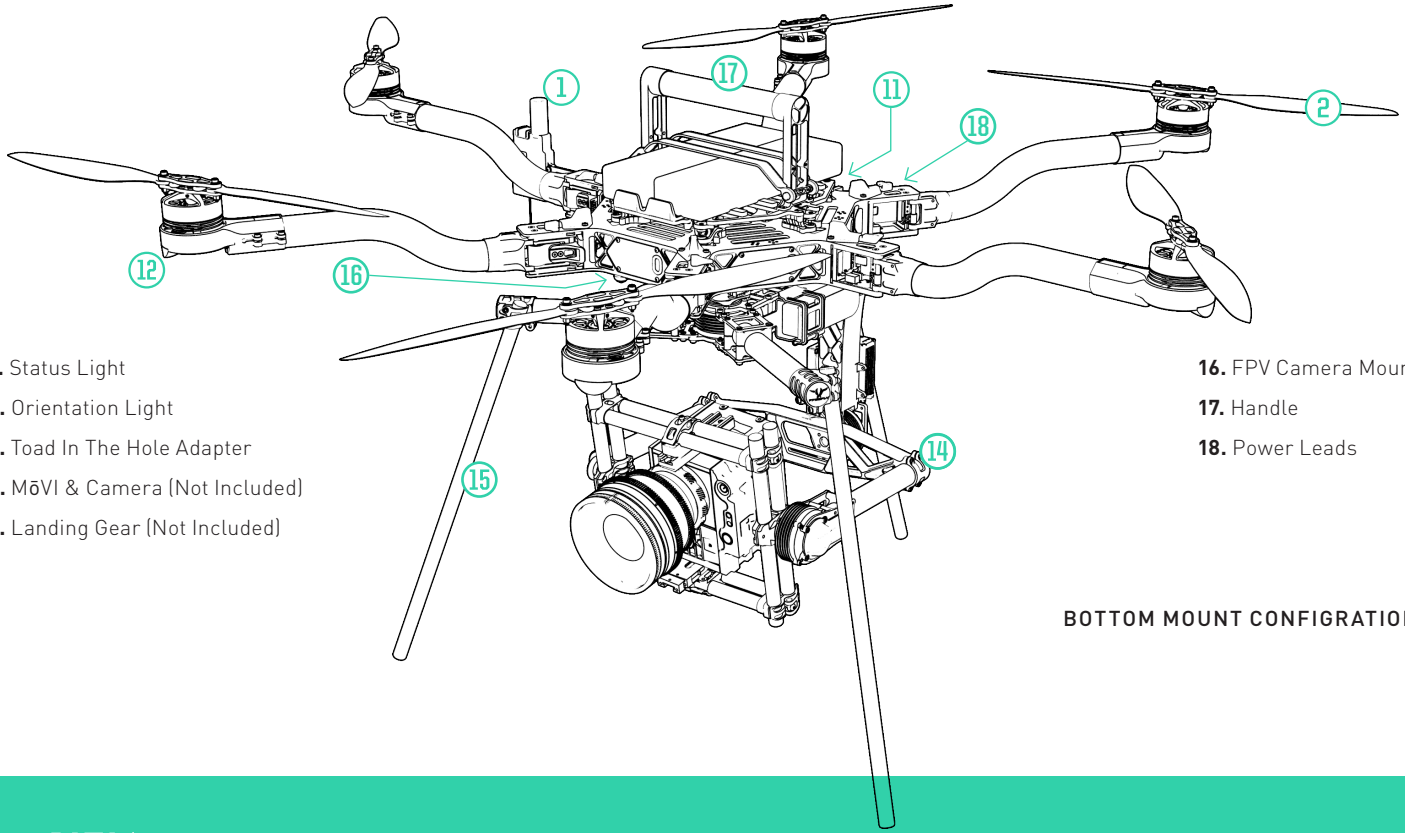
**8.** Motor

**9.** Battery Pack (Not Included)

**10.** Battery Retention Strap




**TOP MOUNT CONFIGRATION**




**11.** Status Light

**12.** Orientation Light

**13.** Toad In The Hole Adapter

**14.** MōVI & Camera (Not Included)

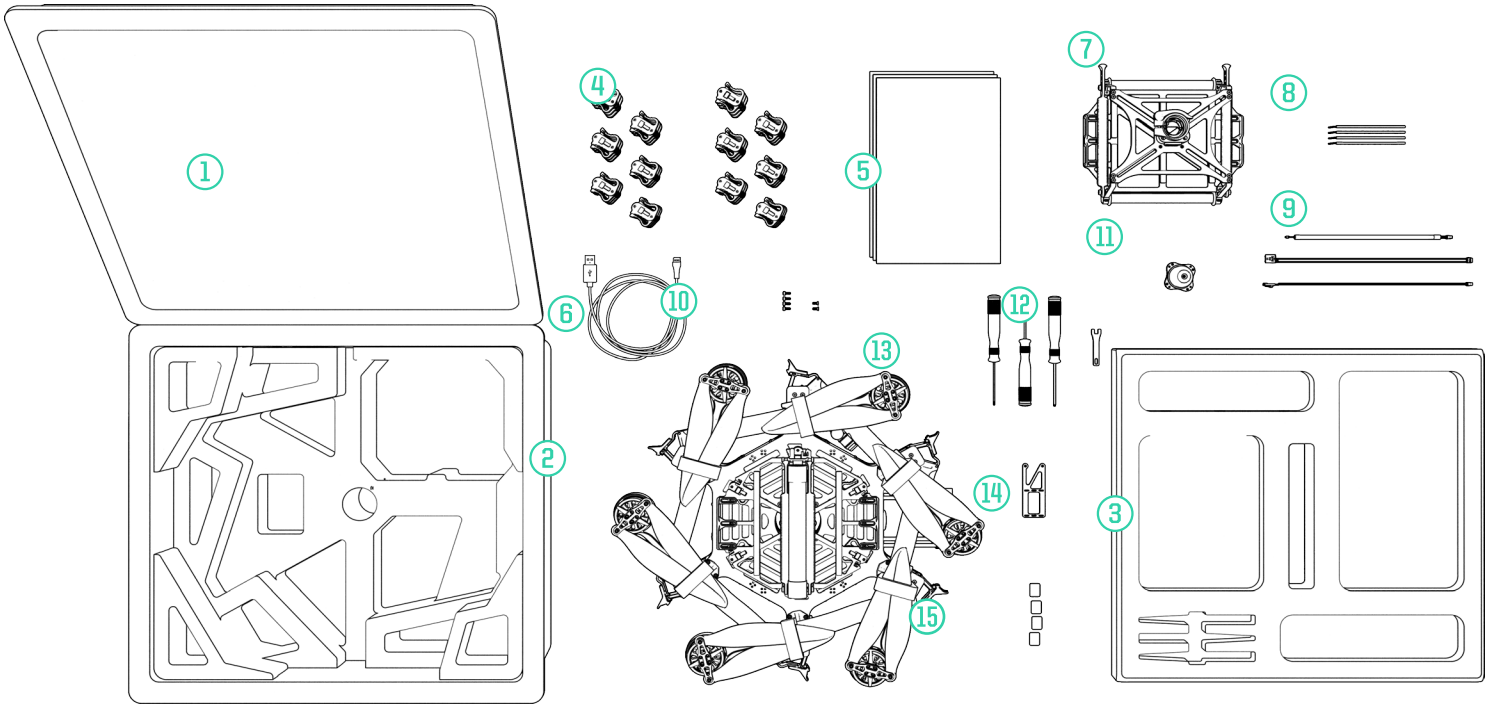
**15.** Landing Gear (Not Included)

**16.** FPV Camera Mount

**17.** Handle

**18.** Power Leads

**BOTTOM MOUNT CONFIGRATION**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# UNBOXING ALTA

**1.** Case

**2.** ALTA

**3.** Case Lid Foam

**4.** Isolator Cartridges

- **a.** (6) Teal (Installed)
- **b.** (6) Black
- **c.** (6) Red

**5.** Documentation

**6.** USB-Futaba Power Cable

**7.** Inverted Landing Gear

**8.** Antenna Tubes

**9.** FPV Cables

- **a.** Skyzone/BOSCAM
- **b.** ImmersionRC/Fat Shark
- **c.** Ready Made RC

**10.** Fasteners

- **a.** (4) M3 × 8 Socket Head for Toad In The Hole Male Adapter
- **b.** (2) M3 × 8 Flat Head for Accessory Mount

**11.** Toad In The Hole Male Adapter

**12.** 5.5mm Wrench

**13.** Hex Drivers (1.5mm, 2.0mm, 2.5mm)

**14.** Accessory Mount

**15.** Double-Sided Tape

# UNFOLDING ALTA

**1.** Remove ALTA from case

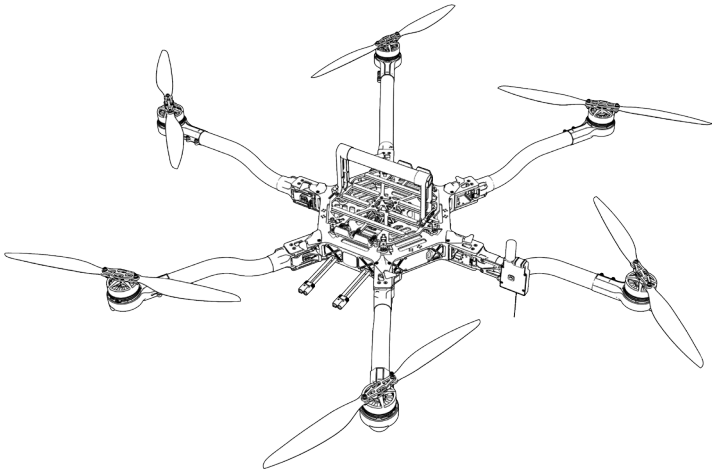
**2.** Fold down all six boom retention clips

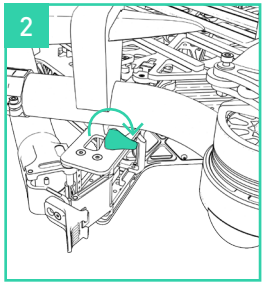
**3.** Open ALTA booms

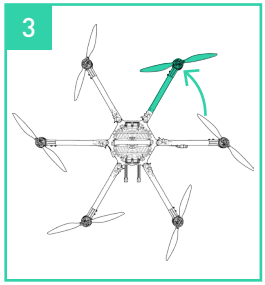
**4.** Snap shut all six boom latches until they "click"

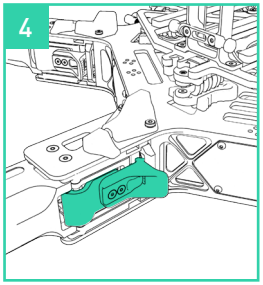
**6.** Visually confirm all latches are seated properly

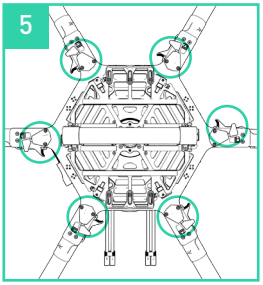
**5.** Remove prop protectors

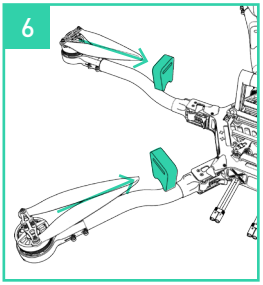




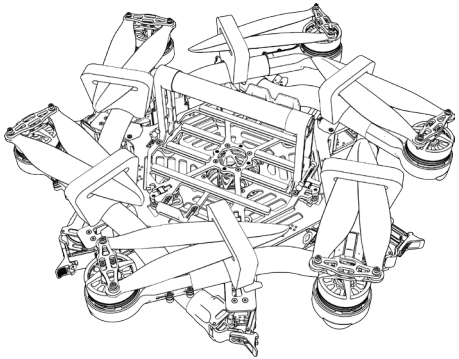
# FOLDING ALTA

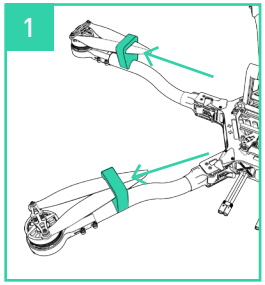
**1.** Secure props with prop protectors

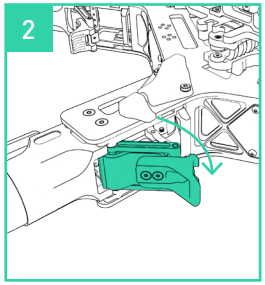
**2.** Unlatch all six booms

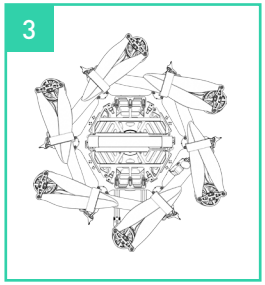
**3.** Close ALTA booms

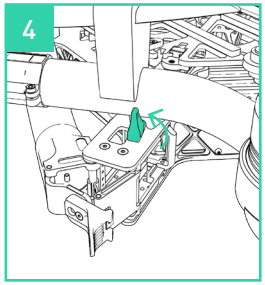
**4.** Fold up all six boom retention clips to secure booms





# INSTALLING A RADIO RECEIVER

**1.** Locate the noted closeout panels used for receiver installation (between booms 1 & 2 and 5 & 6)

**2.** Remove side closeout panel with radio wires using a 1.5mm hex driver

**3.** Identify required wire

**4.** Feed wire through grommet

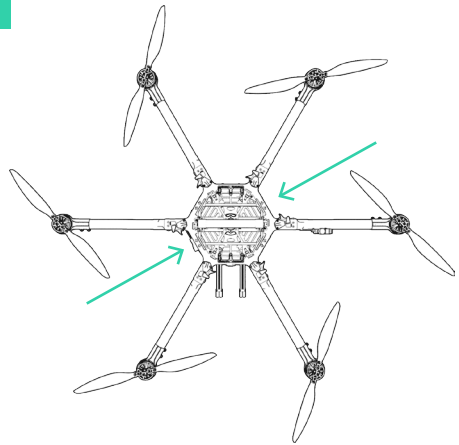
**5.** Replace side closeout panel

**6.** Plug in receiver/satellite to wire per the radio manufacturer's installation instructions

**NOTE**

Refer to the user manual for Futaba voltage telemetery installation instructions.

1



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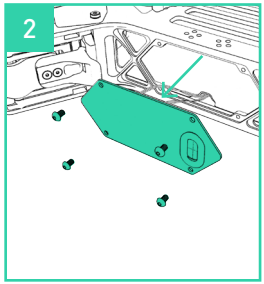

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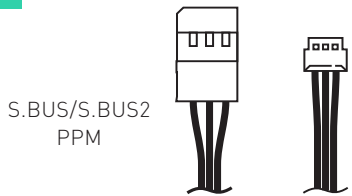


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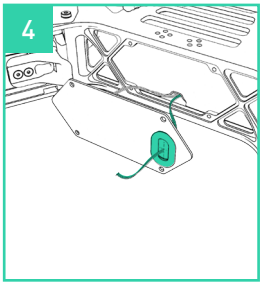

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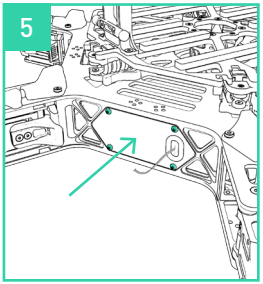


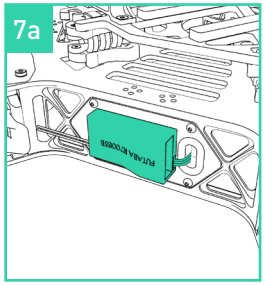
**7.** Attach receiver/satellite to exterior using the provided double sided tape:

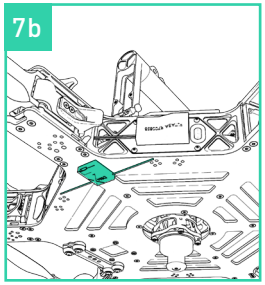
**a.** Futaba & PPM receiver

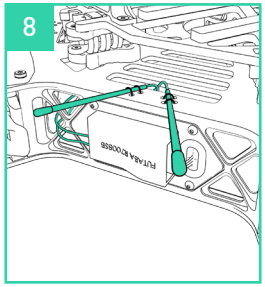
**b.** Spektrum/JR

**8.** For Futaba receivers, feed antenna wires into antenna tubes and zip tie to noted mounting location

**9.** Repeat 1-7 on opposite side for dual receivers (only applies to Futaba and Spektrum/JR)




## BINDING A RADIO RECEIVER

Refer to the instructions provided with your radio controller to complete the binding process. For Spektrum/JR radios, a receiver is required to bind the satellites to a radio controller.

# FAILSAFE AND LOSS OF SIGNAL

### FUTABA S.BUS AND SPEKTRUM/JR DSM

When using Futaba receivers with S.Bus or S.Bus2, or using Spektrum or JR receiver satellites with DSM2 or DSMX, the Synapse Flight Controller can detect signal strength and a loss of signal event. Setting failsafes in the receiver is not necessary, as failsafe behavior is set in the ALTA App. The radio's failsafe settings will not be used.

### PPM RECEIVERS

When using a receiver with a PPM output signal, the Synapse Flight Controller will not automatically detect loss of signal and will follow the radio controller failsafe commands typically set during the bind process. Refer to your radio controller manual for information on setting up failsafes.

**⚠ WARNING**

Improperly set failsafe settings on PPM radio receivers can cause unexpected flight behaviors if ALTA loses radio control signal. After setting radio failsafe settings, ensure they are correct by viewing the channel mapping parameters in the radio configuration screen in the ALTA App, or viewing radio charts in the ALTA App. Ensure that the radio commands behave as expected when the radio controller is powered off.

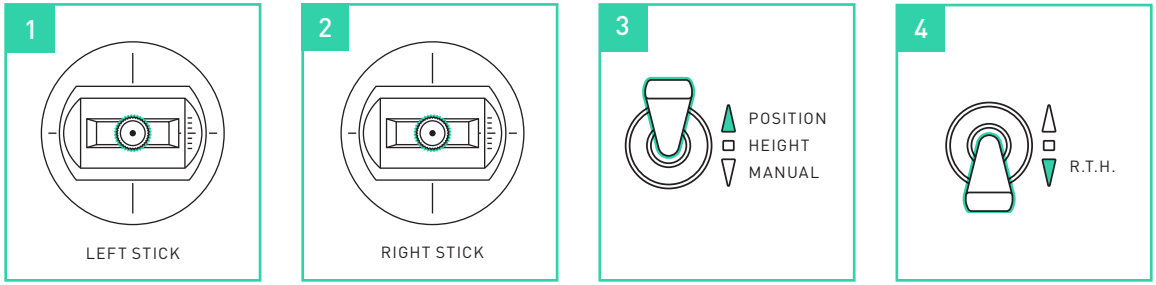
**WE RECOMMEND THE FOLLOWING FAILSAFE SETTINGS:**

**1.** Throttle: Neutral

**2.** Pitch/Roll/Yaw: Neutral

**3.** Flight Mode Switch: Position Mode

**4.** Home Switch: Return to Home



# INSTALLING A BATTERY

### BOTTOM MOUNT

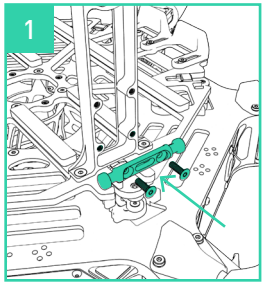
1. Place battery retention strap studs at the appropriate height for battery pack(s)
2. Adjust battery stops to fit battery pack(s)
3. Attach the single-hole end of the battery retention straps to the studs
4. Place battery pack(s) on battery tray below handle
5. Tension and secure battery retention straps.

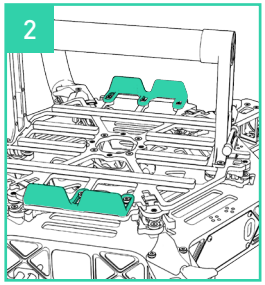
**⚠ WARNING**

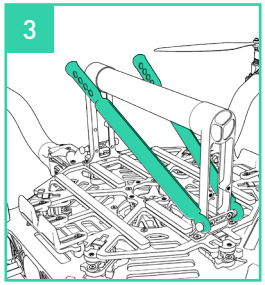
See warning on page 19.

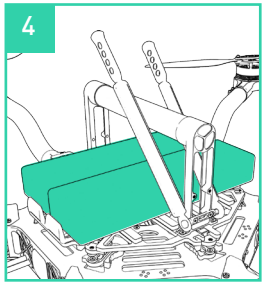
**ⓘ CAUTION**

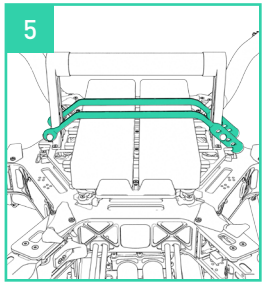
See cautions on page 19.



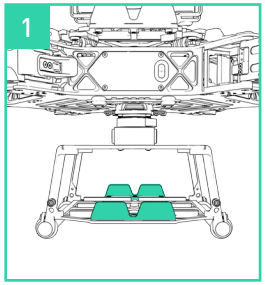
### TOP MOUNT

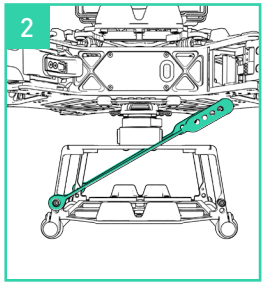
**1.** Adjust battery stops to fit battery pack(s)

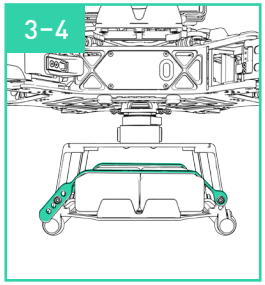
**2.** Attach the single-hole end of the battery retention strap to a stud on the landing gear

**3.** Place battery packs(s) in landing gear

**4.** Tension and secure battery retention straps




**⚠ WARNING**

Always secure battery packs with both battery retention straps.

**ⓘ CAUTION**

When plugging in battery packs, ensure the polarity is correct. Positive is indicated by a red power lead, and negative/ground is indicated by a black power lead. Reversing polarity will damage ALTA's electronics.

**ⓘ CAUTION**

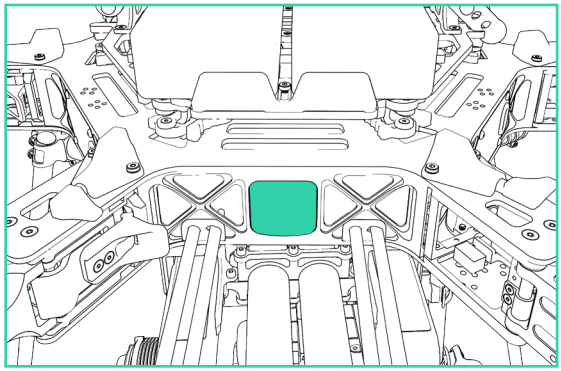
When installing two battery packs, ensure they are at a similar state of charge (a full pack voltage difference less than 0.5V). Plugging in two dissimilarly charged packs could cause one pack to rapidly discharge into the other and damage the batteries or cause a battery fire.

**ⓘ CAUTION**

When using two battery packs, only use packs that are identical in their capacity and at a similar condition. Using a pack with another that is larger, or has many more cycles, can damage the battery packs.

# STATUS LIGHT

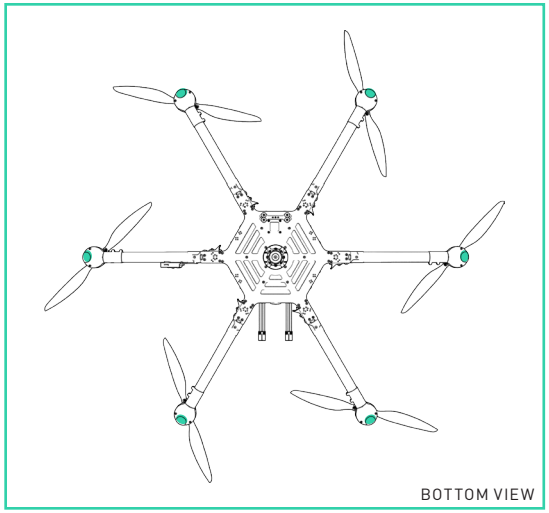
The rear-facing Status Light shows the status of ALTA as it boots, arms and flies. The following table shows the different meanings of the light in the various flight phases.



| FLIGHT PHASE | LIGHT COLOR | MEANING |
|---|---|---|
| BOOTING | Flashing Red + White | Flight controller is booting |
| STANDBY | Flashing White | Flight controller is running and ready to arm |
| | Flashing Red | Flight controller is running and not ready to arm |
| | Solid Red | Flight controller boot unsuccessful |
| ARMED | Off | Ready for flight |
| FLIGHT - ALL MODES | Solid Red | A flight controller error has occurred<br>Battery cell voltage below user-defined levels |
| FLIGHT - MANUAL MODE | Off | Nominal flight status<br>No errors |
| | Solid White | Outside user-defined range, height or speed limits |
| FLIGHT - HEIGHT MODE | Off | Nominal flight status<br>Height Hold inactive |
| | Slow Flashing White | Height Hold active |
| | Flashing Red | Battery cell voltage below user-defined levels |
| FLIGHT - POSITION MODE | Off | Nominal flight status<br>Height Hold inactive<br>Position Hold inactive |
| | Slow Flashing White | Height Hold or Position Hold active |
| | Fast Flashing White | Height Hold and Position Hold active |
| | Flashing Red | Battery cell voltage below user-defined levels |

# ORIENTATION LIGHTS

The boom-end mounted Orientation Lights indicate both the orientation of ALTA in flight and the status of the individual motor Electronic Speed Controllers (ESCs) during other flight phases. The following table shows the different meanings of the light colors in the various flight phases.



BOTTOM VIEW

| FLIGHT PHASE | LIGHT COLOR | MEANING |
|---|---|---|
| BOOTING | Blue | ESC booting |
| STANDBY | Flashing green | ESC booted normally |
| ARMED | User-defined | Nominal status |
| FLIGHT | User-defined | Nominal status |
| FIRMWARE UPDATE | Blue then yellow | ESC firmware is updating |

# CONFIGURATION JUMPER

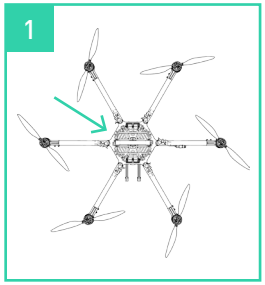
A small jumper is used to prevent motor operation while configuring radio mapping parameters. With the jumper in place, the motors may operate, but channel mapping is prevented. With the jumper removed, channel mapping may take place, but the motors will be turned off.

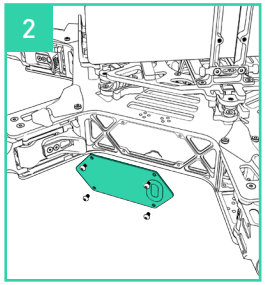
**1.** Locate the closeout panel where the jumper is installed

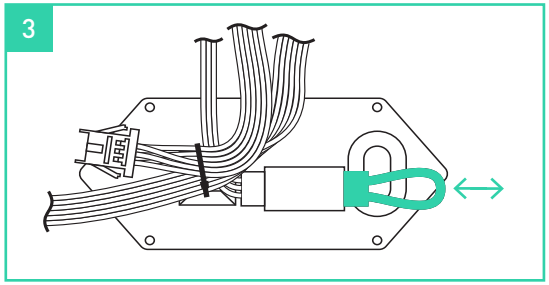
**2.** Remove the side closeout panel with the jumper using a 1.5mm hex driver

**3.** Remove or replace the jumper

**4.** Reattach the closeout panel



# ALTA APP

The ALTA App is used to configure ALTA parameters and to monitor ALTA's status during flight.

To download the ALTA App, search for "Freefly ALTA" in the App Store or on Google Play™.

DOWNLOAD THE **FREEFLY ALTA** MOBILE APP

**NOTE**

When making configuration changes with the ALTA App, wait three seconds for the app to automatically save changes to ALTA.

# MAPPING CHANNELS

To map channels, use the ALTA App. For complete information on channel mapping, please refer to the ALTA User Manual.

**1.** Remove the Configuration Jumper (see page 22)

**2.** Power ALTA using a battery pack or by plugging in the included USB-Futaba cable into an available port on a Futaba receiver

**3.** Open the ALTA App and connect to ALTA

**4.** Open Configurations > Radio

**5.** Open each ALTA function and adjust the channel to the desired channel number, and use the toggle to invert the orientation of a control

**6.** Ensure proper channel selection by moving the control input on the radio controller and verifying the displayed graph in the ALTA App responds correctly

### ONCE CHANNELS ARE MAPPED

**7.** Remove the battery or USB-Futaba cable from ALTA

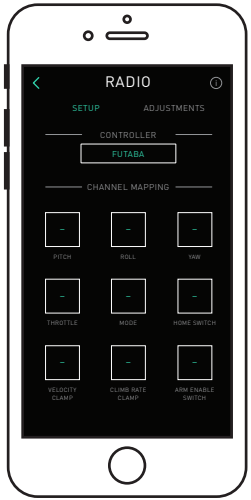
**8.** Replace the Configuration Jumper

### ⚠ WARNING

Always ensure the Configuration Jumper is removed prior to adjusting radio settings to prevent unintentional motor starts.

### ⚠ WARNING

Ensure proper channel mapping prior to flight. Incorrect mapping can lead to immediate loss of control.



# ARM ENABLE SWITCH

The optional Arm Enable Switch allows for added safety while working around and flying ALTA by disallowing arming during ground handling or disarming during flight. To set up an Arm Enable Switch, refer to Mapping Channels or the ALTA User Manual.

If used, the Arm Enable function should be mapped to a three-position switch.

| SWITCH POSITION | ARMING | DISARMING |
|---|---|---|
| 1 | Possible | Not possible |
| 2 (MIDDLE) | Possible | Possible |
| 3 | Not Possible | Possible |

# COMPASS CALIBRATION

ALTA features a highly sensitive 3-axis magnetometer that measures the earth's magnetic field to infer heading. Occasionally, the compass will require calibration, especially when traveling between different geographic locations.

**TO PERFORM A COMPASS CALIBRATION:**

**1.** Secure a battery onto ALTA (see page 18-19)

**2**. Plug in the battery

**3.** Open the ALTA App

**4.** Select Configurations > More > Compass

**5.** Under Calibration, select Start Manual

**6.** Follow the on-screen instructions

**⚠ WARNING**

Verify ALTA is disarmed prior to performing a compass calibration. To ensure ALTA does not arm, set the Arm Enable Switch (if available) to disable, and remove the Configuration Jumper.

**NOTE**

It is recommended to use two people to perform the compass calibration as it requires handling and rotating ALTA. Perform calibration without a payload attached.

**NOTE**

Ensure a microSD card is installed in the GPS/compass module prior to performing compass calibration.

# CONTROL MODES

ALTA has three primary flight control modes: Manual Mode, Height Mode, and Position Mode. They are selected with the Mode Switch.

### MANUAL MODE

In Manual Mode, ALTA will only stabilize its attitude. At neutral control input (middle pitch and roll stick position), ALTA will attempt to remain level. Throttle control is direct.

### HEIGHT MODE

Height Mode changes the throttle stick behavior to command climb and descent rates. The higher the throttle stick position, the faster ALTA will climb. Conversely, the lower the throttle stick position, the faster ALTA will descend.

When the throttle stick is centered, ALTA will enter Height Hold. In Height Hold, ALTA will maintain a target altitude and try to correct for drift. If a disturbance moves ALTA away from this target altitude, ALTA will climb or descend to return to the target altitude.

**⚠ CAUTION**

Always neutralize control inputs when switching between control modes.

# CONTROL MODES (CONTINUED)

### POSITION MODE

Position Mode changes the pitch/roll stick behavior to command ground speeds. Pitch and roll stick deflection will command fore/aft and left/right ground speeds respectively. Controlling altitude in Position Mode is the same as in Height Mode.

With pitch and roll controls centered, ALTA will enter Position Hold. In Position Hold, ALTA will maintain its position over a given point on the ground and correct for disturbances.

Position Mode requires a strong GPS signal. If a weak signal is present, ALTA will not enter Position Mode, and if the GPS signal degrades while in Position Mode, ALTA will automatically revert to Manual Mode.

### AUTOLAND

The Autoland function will command ALTA to hover for 10 seconds and will then land in place. It only occurs if Autoland is selected as the Loss of Signal (LOS) event in the ALTA App, or at the end of an LOS Return-to-Home (RTH) event. If ALTA is above the app-configurable Safe Height setting, ALTA will first descend to it at the Maximum Descent Rate. After reaching this height, ALTA's descent will slow to the Autoland Descent Rate.

### RETURN-TO-HOME

Return-To-Home Mode will command ALTA to fly back to the starting point of the flight or the last defined Home Point. When ALTA first acquires a GPS position, it sets this as the Home Point of the flight. The Home Switch on your radio controller can also be used to set a new Home Point. See Channel Mapping in the User Manual for more information on setting up the Home Switch.

RTH can be initiated manually by the Home Switch or be initiated with an LOS event.

When initiated with the Home Switch, ALTA will fly back to the Home Point, and the pilot will maintain control of ALTA's altitude the entire time. ALTA will not autoland if adequate signal is detected. The pilot can cancel the RTH procedure by commanding a pitch or roll command.

During an LOS event, ALTA will first check its current altitude against Safe Height. If it is lower, it will climb to Safe Height, and if ALTA is above Safe Height, it will remain at its current altitude. Next, ALTA will fly back to the home position at the RTH Speed set in the ALTA App. Finally, upon reaching the home position, ALTA will begin Autoland.

**⚠ CAUTION**

Flight using Position Mode in areas of degraded GPS signal, such as near buildings or under dense tree cover, is not recommended. The reversion to Manual Mode can sometimes cause abrupt changes in flight behavior.

# RADIO LOSS OF SIGNAL

# ARMING AND STARTING ALTA MOTORS

### TO ARM ALTA

**1.** Ensure ALTA is powered on and is in Standby Mode

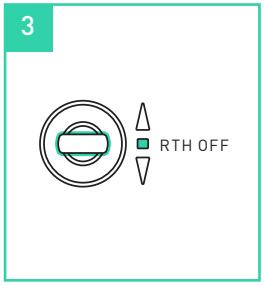
**2.** Select Manual Mode using the radio controller's mode switch

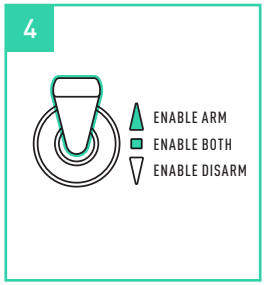
**3.** Set the radio controller's home switch to the middle position

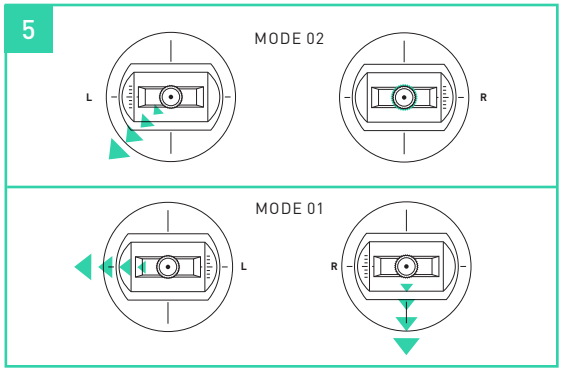
**4.** Set the radio controller's arm enable switch to enable arming

**5.** Hold full low throttle and full left yaw

**6.** Ensure Status Light extinguishes and Orientation Lights change to the colors defined in the app



## TO START ALTA MOTORS

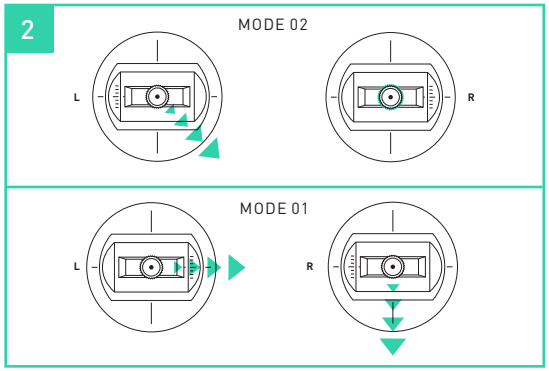
**1.** Ensure ALTA is armed

**2.** Hold full low throttle and full right yaw

**3.** Ensure ALTA motors spin up

### ⚠ WARNING

Always check the ALTA and its components prior to operation.
Always maintain a safe distance from the ALTA when in use.
Never attempt to touch the ALTA when the propellers are moving.




## TO STOP ALTA MOTORS AND DISARM

**1.** Set Arm Enable Switch to Enable Disarm

**2.** Ensure Mode Switch is set to Manual Mode

**3.** Hold full low throttle and full left yaw

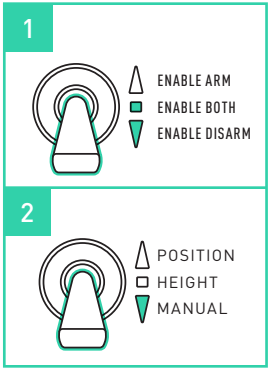
**4.** Ensure ALTA Status Light flashes white and Orientation Lights flash green

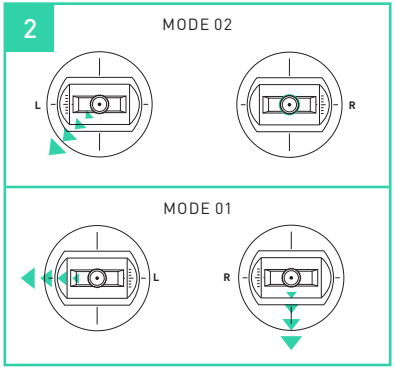
### ⚠ WARNING

Motors can be disabled in flight if the disarming procedure is followed.

### ⓘ CAUTION

Do not attempt to disarm motors in Height or Position Modes.



# TUNING ALTA

ALTA comes pre-tuned for a wide variety of payloads and flying conditions. Generally, additional tuning is not required to fly ALTA, and additional tuning will only need to take place if more customization of control feel is desired. For more information on tuning parameters, refer to the ALTA User Manual.

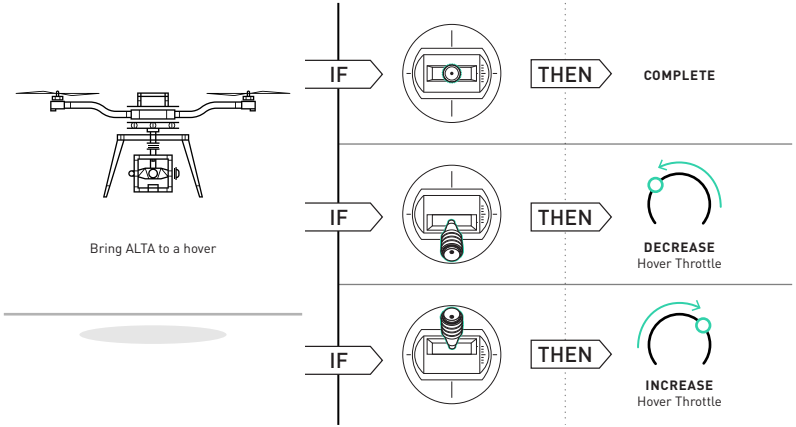
### ⚠ WARNING

Tuning can change the fundamental flying characteristics of ALTA. It is possible for ALTA to become unstable or even uncontrollable if values are set too high or too low. Only change tuning parameters in small increments and with caution. Always test new tuning configurations in open areas away from people or obstacles.

# SETTING HOVER THROTTLE

Hover Throttle is an app-configurable parameter that adjusts ALTA's thrust at center throttle stick and ensures ALTA does not climb or descend at the center stick position while flying in Manual Mode. A Hover Throttle setting that is too high or too low can cause ALTA to climb or descend when switching between Manual Mode and Height Mode.

Adjust the Hover Throttle setting by entering a stable hover in Manual Mode. Note the stick position, or have an assistant view the radio chart in the ALTA App to determine stick position. If ALTA hovers with the stick below neutral, decrease the Hover Throttle until ALTA hovers with neutral stick input. If ALTA hovers with the stick above neutral, increase the Hover Throttle until ALTA hovers with neutral stick input.




**NOTE**

Hover Throttle will need to be adjusted when changing the overall weight of the system, or when moving between very different elevations.

**NOTE**

The ALTA App does not allow Hover Throttle adjustments while ALTA is flying.

# ATTACHING A MōVI

A MōVI can be attached to either the top or bottom of the ALTA via the Freefly Toad In The Hole (TITH) Quick Release.

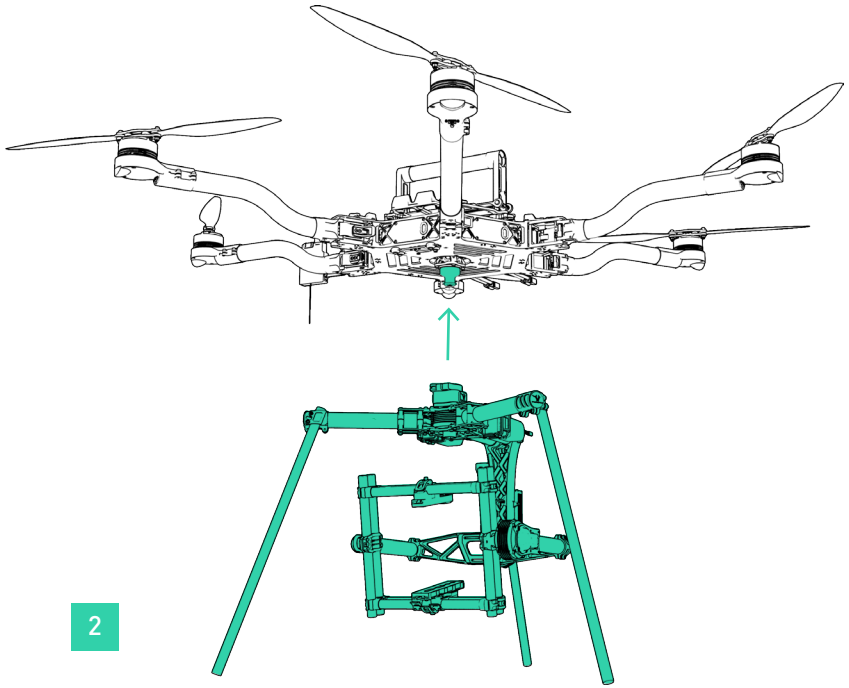
ALTA comes pre-configured for bottom mounting a MōVI.

### BOTTOM MOUNT

**1.** Prepare your MōVI for bottom-mount flight (see MōVI manual)

- **a.** Attach landing gear
- **b.** Install TITH receiver on MōVI

**2.** Connect MōVI to bottom Toad



2

## ADDING A TITH TOP MOUNT

**1.** Prepare your MōVI for top-mount flight

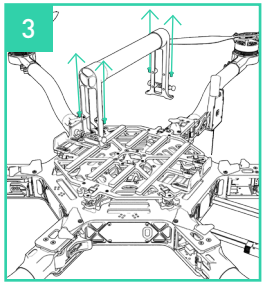
- **a.** Remove landing gear (see MōVI manual)
- **b.** Install TITH receiver on MōVI (see MōVI manual)

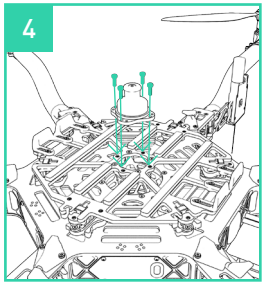
**2.** Connect and secure the supplied inverted landing gear to the bottom Toad

**3.** Remove the four flathead M3×6 bolts that secure the top handle

**4.** Attach the supplied Toad to the top plate using the four M3×8 bolts provided

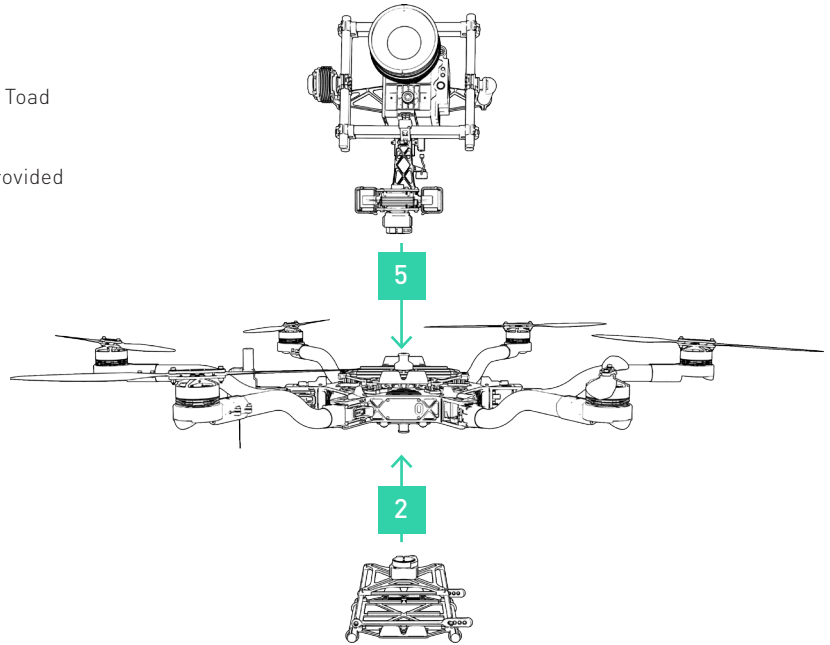
**5.** Connect MōVI to the top Toad




**CAUTION**

Top mounting is not supported by the MōVI M10.



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